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PORT OF LIVERPOOL

ANNUAL REPORT

OF THE

MEDICAL OFFICER OF HEALTH

TO THE

PORT HEALTH AUTHORITY

FOR THE YEAR

1955.

C. TINLING & CO., LTD., Printers, 53 Victoria Street, Liverpool

Ackd 17.7.56
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TABLE A.

LIST OF STAFF.

Name of Officers	Nature of Appointment	Date of Appointment	Qualifications	Any other appointments held
Dr. A. B. Semple, V.R.D.	Medical Officer of Health, City & Port	7/3/53	M.D., D.P.H.	
Dr. J. B. Meredith Davies	Deputy Medical Officer of Health, City & Port.	May, 1953	M.D., D.P.H.	Medical Officer in charge of the Port Health Hospital, New Ferry, Cheshire, and the Smallpox Hospital at Sankey, Warrington
Dr. E. R. Peirce	Senior Asst. Port Medical Officer	May, 1926	M.R.C.S., L.R.C.P., D.P.H., D.T.M.	
Dr. T. L. Hobday	Asst. Port Medical Officer	June, 1952	M.B., Ch.B., M.R.C.S., L.R.C.P.	
Dr. W. H. Parry	Senior Asst. Medical Officer, City. Boarding Medical Officer, Port	April, 1955	M.B., Ch.B., D.P.H.	
Dr. F. R. Howell ...	Asst. Medical Officer, City. Boarding Medical Officer, Port	July, 1955	M.B., Ch.B.	
Dr. W. L. Webb	Part Time Boarding Medical Officer	April, 1931 Died 19/2/55	M.B., Ch.B.	Part time consultant practice
J. J. T. Moulds	Chief Port Food Inspector	March, 1914	Liverpool University School of Hygiene (Meat and Food) Certificate, 1921	None
E. M. Dutton	Deputy Chief Port Food Inspector	Sept., 1947	R.S.I. (Sanitary) Certificate; R.S.I. (Meat and other Foods) Certificate: Liverpool University School of Hygiene (Sanitary Cert.) Liverpool University School of Hygiene (Meat and Food) Certificate: Smoke Certificate	,,
A. C. Gladdish	Port Food Inspector	July, 1930	Liverpool University School of Hygiene (Meat and Food) Cert., 1928, L'pool University School of Hygiene (Sanitary) Cert., 1929	,,
E. Moore	,, ,, ,,	July, 1930	Liverpool University School of Hygiene (Meat and Food) Certificate, 1928, L'pool University School of	,,

[illegible]	,, ,, ,,	August, 1931	Liverpool University School of Hygiene (Meat and Food) Cert., 1931	,,
C. Kitchen	,, ,, ,,	June, 1933	Liverpool University School of Hygiene (Meat and Food) Cert., 1928: Liverpool University School of Hygiene (Sanitary) Certificate, 1929: R.S.I. (Food Hygiene) Certificate, 1947. National Federation Meat Traders Diploma, 1933	,,
G. R. Jones	,, ,, ,,	Feb., 1937	R.S.I. (Sanitary) Certificate: R.S.I. (Meat and other Foods) Certificate: Liverpool University School of Hygiene (Sanitary) Certificate: B.O.T. Master Mariners Foreign going Certificate	,,
W. McGeough	,, ,, ,,	June, 1955	R.S.A. (Scotland) Certificate: Dip. Federation Scottish Meat Traders Association	,,
J. G. McCoy	Chief Port Health Inspector	June, 1931	R.S.I. (Sanitary) Certificate: Liverpool University School of Hygiene (Sanitary) Certificate: Liverpool University School of Hygiene (Meat and other Foods) Certificate; B.O.T. 1st Mate's Foreign going Certificate.	,,
H. Rodgers...	Deputy Chief Port Health Inspector	Nov., 1935	R.S.I. (Sanitary) Certificate: Liverpool University School of Hygiene (Sanitary) Certificate: Liverpool University School of Hygiene (Meat and other Foods) Certificate	,,
F. E. Spicer	Port Health Inspector	Oct., 1930	R.S.I. (Sanitary) Certificate: Liverpool University School of Hygiene (Meat and other Foods) Certificate: Port Sanitary Certificate	,,
E. R. Whitmey	,, ,, ,,	March, 1949 Left 30/4/55	R.S.I. (Sanitary) Certificate: B.O.T. Master Mariner's Foreign going Certificate	,,
W. C. B. Gilhespy... ...	,, ,, ,,	June, 1951 Left 30/10/55	R.S.I. (Sanitary) Certificate: Liverpool University School of Hygiene (Sanitary) Certificate: B.O.T. 2nd Mate's Foreign going Certificate	,,
J. F. Ward	Senior Clerk	Feb., 1914	Oxford Local, 1909	,,
S. G. Fitton	Assistant Senior Clerk	Oct., 1916	Oxford Local, 1915	,,
G. M. Gillies	Clerk	July, 1935	Part I Chartered Inst. Secretaries: L.G.E.B. Promotion Examination	,,
J. A. Morley	Clerk	April, 1949		,,
Twelve Rodent Operatives				

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PORT HEALTH AUTHORITY

OF

LIVERPOOL.

REPORT FOR THE YEAR 1955

BY THE

MEDICAL OFFICER OF HEALTH.

This is the 83rd Annual Report on the work of the Liverpool Port Health Authority.

Circular 33/52 of the Ministry of Health, dated 6th November, 1952, requests that " The Medical Officer of Health shall prepare his Annual Report for 1952 on the lines indicated in Form Port 20 ".

Form Port 20 reads as follows:—

PORT HEALTH AND RIPARIAN AUTHORITIES.

ANNUAL REPORTS OF MEDICAL OFFICERS OF HEALTH.

(1) Article 17 (5) of the Sanitary Officers (Outside London) Regulations, 1935, provides that a Medical Officer of Health shall, as soon as practicable after the 31st day of December in each year, make an Annual Report to the Authority up to the end of December on the sanitary circumstances, the sanitary administration, and the vital statistics of the

district, containing, in addition to any such matters upon which he may consider it desirable to report, such information as may from time to time be required by the Minister.

(2) Article 27 (18) of the Regulations provides that the Sanitary Inspector shall, as soon as practicable after the 31st day of December in each year, furnish the Medical Officer of Health with a tabular statement containing the following particulars:—

(*a*) The number and nature of inspections made by him during the year;

(*b*) The number of notices served during the year, distinguishing statutory from informal notices;

(*c*) The result of the service of such notices.

(3) The Records of the Authority should accordingly be kept in such form as to enable their Medical Officer of Health to prepare his Report without delay at the close of each year. The report should be in the form and sequence indicated herein—the lettering of the tables being adhered to.

(4) The Medical Officer of Health should include in his Report any comments which he may think desirable

(1) under the headings shown; and

(2) on the need for any development which he considers necessary for efficient administration.

The above-mentioned directions have been followed in so far as the information asked for is available.

Section II. Table B. AMOUNT OF SHIPPING ENTERING THE PORT DURING THE YEAR 1955.

Class of Vessels	Number	Tonnage	Number Inspected		Number reported to be defective	Number of vessels on which defects were remedied	Number of Vessels reported as having, or having had, during the voyage, infectious disease on board
			By the Medical Officer	By the Sanitary Inspector			
	(1)	(2)	(3)	(4)	(5)	(6)	(7)
SAILING FOREIGN—							
Steamers	6,256	12,378,324	721	2,240	152	137	143
Motor				2,033	68	63	
Sailing				—	—	—	
Fishing	—	—	—	—	—	—	
TOTAL FOREIGN...	6,256	12,378,324	721	4,273	220	200	143
SAILING COASTWISE—							
Steamers	6,366	3,489,282	2	106	4	4	16
Motor				74	—	—	
Sailing				—	—	—	
Fishing	—	—	—	—	—	—	
TOTAL COASTWISE	6,366	3,489,282	2	180	4	4	16
TOTAL FOREIGN AND COASTWISE	12,622	15,867,606	723	4,453	224	204	159

Figures in columns 1 and 2 supplied by H.M. Collector of Customs for this Port.

Section III.

Character of Trade of Port.

The Port of Liverpool trades with all parts of the world, and almost every conceivable kind of cargo is carried by ships arriving in the Mersey.

Table C.

Passenger Traffic during 1955.

No. of Passengers ...	1st Class.	2nd Class.	3rd Class.	Tourist Class.	Total.
Inwards	23,416	3,740	1,908	31,350	60,414
Outwards	27,428	2,488	1,654	43,008	74,578

Section IV. Inland Barge Traffic.

The number of inland barges plying in and about the Port of Liverpool is approximately 400 with an estimated tonnage of 70,000 tons.

CANAL BOATS (Public Health Act, 1936, Part X).

A port health inspector is engaged periodically on the inspection of canal boats plying in the river or docks.

No. of boats inspected	22
No. of boats with contraventions	—
No. of contraventions	—
No. of contraventions remedied	—
No. of boats inspected for registration	—

Section V. WATER SUPPLY.

(1) Source of supply.

(*a*) The Port.

Liverpool Corporation supplies water for the east side and Birkenhead and Wallasey Corporations and the West Cheshire Water Board for the west side of the River Mersey.

(*b*) SHIPPING.

Vessels in dock are supplied from shore hydrants which are situated at almost every berth throughout the port.

(*c*) AIRPORT.

Water is supplied by Liverpool Corporation. Aircraft are supplied from taps at the airport.

(2) Report on tests for contamination.

A constant check is kept on the cleanliness and condition of ships' drinking-water tanks. If there is any suspicion of contamination the inspector takes samples of the water for bacteriological examination. The Ministry of Transport is informed of samples submitted, the result of examination and of any action taken.

During the year, 100 samples of water were taken, and of these, 37 were found to be unsatisfactory.

(3) Precautions taken against contamination of hydrants and hosepipes.

Officials of the water department are stationed in each dock area. Hoses for supplying water to the ship from shore hydrants may be supplied by the ship, but are usually supplied by the water department. Precautions are taken that the hose used does not come into contact with dock water, and water is run through the hose before actual filling is commenced.

(4) Number and sanitary condition of water boats.

There are no water boats in the port, but tenders or tug boats are occasionally used to supply ships lying in the river. The Mersey Docks and Harbour Board have used Hopper No. 37 to supply fresh water to dredgers operating in the port area. During the year, six samples of fresh water were taken from the water tanks of Hopper No. 37; four samples were found to be unsatisfactory, but after cleansing and chlorination satisfactory samples were obtained.

Section VI. PUBLIC HEALTH (SHIPS) REGULATIONS, 1952.

List of Infected Areas. Copies of the list of infected areas, drawn up from time to time from information supplied by the Minister, have been issued to pilots and Customs Officers employed in the district.

Radio Messages. Permission can be sent to ships to enter the district through Port Radar. Arrangements have been made with the Mersey Docks and Harbour Board for wireless messages from vessels to be transmitted through Port Radar to the Port Health Authority. Pilots are equipped with portable radio.

The number of ships visited by the Assistant Port Medical Officers during the year was 723, of which 564 were from infected ports; of the vessels boarded in the river 52 were bound for Manchester.

Mooring Stations.

Outer Mooring Station. That part of the River Mersey known as the Sloyne has been designated as the outer mooring station. Any berth within the docks may be designated by the Medical Officer as an inner mooring station.

Arrangements for Hospital Accommodation, Surveillance, Cleansing and Disinfection.

Infectious diseases other than smallpox are accommodated by the Regional Hospital Board in the Liverpool hospitals for infectious diseases.

Surveillance. Whenever necessary information is sent to medical officers of health concerning the following up of contacts of infectious disease.

Disinfection. Disinfection of ships is done by the officers of the Port Health Authority. During the year, 112 disinfections after infectious disease were carried out. In each case beds and bedding were removed for steam disinfection.

Cleansing. Cleansing and disinfection of persons and clothing are carried out at the Liverpool Corporation disinfecting stations.

Examination of Ships carrying Pilgrims.

One vessel was inspected and certified as complying with the requirements of the International Sanitary Regulations, 1951, for the carriage of pilgrims.

Section VII.

INFECTIOUS DISEASE.

No cases of smallpox, plague, cholera, yellow fever, typhus or relapsing fever were landed at Liverpool during the year.

SMALLPOX.

Cases of smallpox are sent to the Port Health Hospital, New Ferry, Cheshire.

Transport for such cases is provided by the Liverpool City Ambulance Authority.

Consultants available are:—

Professor Andrew B. Semple, Medical Officer of Health.

Dr. E. R. Peirce, Senior Assistant Port Medical Officer.

Facilities for laboratory diagnosis are available at the Liverpool University School of Hygiene.

Section VIII.

VENEREAL DISEASE.

Special pamphlets giving the location, days and hours of the available facilities for treatment of venereal disease are distributed to ships by officers of the Port Health Authority.

There were 23 cases of venereal disease reported aboard 16 vessels arriving in the port during the year. These were referred, where circumstances required, for treatment at the Seamen's Dispensary.

Section IX. CASES OF NOTIFIABLE AND OTHER INFECTIOUS DISEASES IN SHIPS.

Table D.

The number of cases of infectious disease *landed from vessels* arriving in the Port of Liverpool and those occurring in Liverpool-bound ships which were disposed of *prior to the arrival of the vessels* at the port, are shown on the following tables.

Cases of infectious sickness landed from vessels.

Diseases.	No. of Cases during Year.		No. of vessels concerned.
	Passengers.	Crew.	
Plague	—	—	—
Cholera	—	—	—
Yellow Fever	—	—	—
Smallpox	—	—	—
Typhus Fever	—	—	—
Scarlet Fever	13	1	2
Enteric Fever	3	—	2
Meningitis	1	—	1
Measles and German Measles	9	—	5
Chickenpox	13	8	14
Tuberculosis	41	18	32
Pneumonia	5	9	11
Dysentery	2	4	2
Malaria	4	15	11
Mumps	9	4	6
Eyrsipelas	—	1	1
Pryexia (Unknown Origin)	1	1	2
Gastro Enteritis	2	9	3
	103	70	92

Cases of Infectious sickness occurring in vessels during the voyage but disposed of prior to arrival.

Diseases.	No. of Cases during Year.		No. of Vessels concerned.
	Passengers.	Crew.	
Plague	—	—	—
Cholera	—	—	—
Yellow Fever	—	—	—
Smallpox	—	1	1
Typhus Fever	—	—	—
Scarlet Fever	—	—	—
Enteric Fever	1	5	5
Diphtheria	—	—	—
Measles and German Measles	18	—	13
Chickenpox	—	—	—
Tuberculosis	1	—	1
Pneumonia	1	4	5
Malaria	2	11	11
Mumps	4	2	6
Poliomyelitis	—	1	1
Dysentery	3	—	1
Erysipelas	—	—	—
Gastro Enteritis	160	—	1
	190	24	45

Cases landed from other ships (coastwise vessels).

Diseases.	No. of Cases during Year.		No. of Vessels concerned.
	Passengers.	Crews.	
Tuberculosis	21	—	15
Pneumonia	—	1	1
Scarlet Fever	—	—	—
Diphtheria	—	—	—
	21	1	16

Section X. MALARIA.

During the year, 32 cases of malarial fever in 22 ships were notified, which were either landed in Liverpool or had recovered abroad.

Section XI. MEASURES TAKEN AGAINST SHIPS INFECTED WITH OR SUSPECTED FOR PLAGUE.

No rodent plague was discovered either in ships or ashore. One suspected rat proved on examination to be negative.

MEASURES AGAINST RODENTS ON SHORE.

The measures taken against rodents have been continued during the year, as described in previous reports.

PREVENTION OF DAMAGE BY PESTS ACT, 1949.

(Prevention of Damage by Pests (Application to Shipping) Order, 1951).

109 Rodent Control Certificates were issued during the year.

At Liverpool the following procedure is adopted:—

1. A notice is served on the ship master or officer in charge instructing him to make application to the Port Health Authority for the inspection of the vessel. The owners or agents state when the vessel will be completely discharged and available for inspection.

2. After arranging the date and time for inspection, a port health inspector, accompanied by a rodent operative searcher, visits and searches the vessel for evidence of rats. The various compartments are measured up and a record kept of the cubic capacities of all coastal vessels examined.

3. If no evidence of rats or mice is found, particulars of the inspection are duly recorded and a certificate issued by the medical officer.

4. If evidence of rats or mice is found, the shipowners or agents are informed and instructions given to fumigate, or to set poison baits.

5. All fumigations are supervised by the Port Health Authority and, after the process is completed, vessels are searched for dead rats by a rodent operative.

Section XII. MEASURES AGAINST RODENTS IN SHIPS FROM FOREIGN PORTS.

The measures taken against rodents in ships have been continued during the year on the same lines as were shown in the Annual Report for 1952.

During 1955, 348 rats and 294 mice, recovered from ships, were submitted to the Public Health Laboratory Service for examination.

Arrangements in the district for deratting ships, the methods used, and if done by a commercial contractor, the name of the contractor.

Agents or owners of ships found to be heavily infested with rats are, in their own interest, advised to take appropriate action even if the ship holds a valid international deratting certificate or rodent control certificate.

Most of the larger shipping companies employ rat catchers under private contract, while the smaller shipping companies and shipping agents employ rat catching firms as required.

DERATTING IN SHIPS.

(*a*) Routine trapping by port health rat catchers.

(*b*) Trapping and/or poisoning by rat catchers employed by the shipping companies.

(*c*) Fumigation with hydro-cyanic acid gas or sulphur dioxide.

PRINCIPAL CONTRACTORS.

The principal contractors carrying out rat catching and fumigations in the port, approved by the Port Health Authority, in alphabetical order are:—

(*a*) *Rat Catching.*

Associated Fumigators (Northern) Ltd.
Messrs. T. & F. Borrows.
Deodor-X Hygiene Services Ltd.
Hivey Fumigation Co.
Irlam Insecticides.
B. Strode.

(*b*) *Fumigators.*

Associated Fumigators (Northern) Ltd.
Deodor-X Hygiene Services Ltd.
Fumigation Services Ltd.
Hivey Fumigation Co.

When temporary or permanent harbourage is discovered in ships, the masters and the owners (or agents) are informed and advised how to eliminate it; every effort is made to see that the vessels are made reasonably rat-proof before a deratting or deratting exemption certificate is issued. During the year, 75 fumigations were carried out for the purpose of obtaining deratting certificates, and 573 vessels were granted deratting exemption certificates, making a total of 648 examinations.

The extent of rodent infection in foreign-going vessels.

(1) *The ratio of deratting certificates issued to deratting exemption certificates:—*

During the years 1949-1955, the number of deratting and deratting exemption certificates issued were:—

Year	Exemption.	Deratting (Fumigation)
1949	519 = 74%	178 = 26%
1950	520 = 78%	147 = 22%
1951	546 = 79%	149 = 21%
1952	512 = 77%	155 = 23%
1953	571 = 80%	142 = 20%
1954	517 = 82%	111 = 18%
1955	573 = 88%	75 = 12%

Included in the totals of deratting certificates are a number which were carried out at the request of the shipowners, although no evidence of rat infestation was found at the examination. In 1949, 55 such certificates were issued, in 1950—54, in 1951—60, in 1952—32, in 1953—36, in 1954—28, and in 1955—13.

Year.	Exemptions.	Rat-free ships fumigated at owners request.	Rat-infested ships fumigated
1949	519	+ 55 = 574 (82%)	123—18%
1950	520	+ 54 = 574 (86%)	93—14%
1951	546	+ 60 = 606 (87%)	89—13%
1952	512	+ 32 = 544 (82%)	123—18%
1953	571	+ 36 = 607 (85%)	106—15%
1954	517	+ 28 = 545 (87%)	83—13%
1955	573	+ 13 = 586 (90%)	62—10%

The reasons for these requests are:—

(1) The vessel may be calling at a foreign port where the Authorities refuse to accept an exemption certificate, although it is valid, or

(2) The owners may wish to fumigate the vessel for cockroaches or bugs, in which latter case a much higher concentration of gas is used than for deratting.

Records based on the above findings show that 86 per cent of foreign-going vessels using the Port of Liverpool are rat-free.

(2) *The degree of infestation in foreign-going vessels.*

The degree of infestation in foreign-going vessels is not great. In 1929, the first full year International Deratting Certificates were issued in the port, 335 ships were examined with an average of 7·8 rats and 0·87 mice per vessel.

In 1937, 649 ships were examined with an average of 2·29 rats and 0·21 mice per vessel, and in 1953, 713 ships were examined with an average of 1·44 rats and 1·06 mice per vessel.

(3) *Development of methods of rat destruction.*

There are three methods of rat destruction used in ships; trapping, poisoning and fumigation.

(*a*) Trapping is usually carried out with rat cages and breakback traps. Trapping is particularly useful in dealing with small infestations of rats and mice, or to clear residual rat populations in conjunction with poisoning. It has the advantage of being safe and can be used by almost anybody after very little training, both at sea and in port, and during loading and discharge of cargo. Trapping can also be used on quite a large scale when other methods are not practicable: it is used extensively in the routine work of plague detection, to obtain specimens for bacteriological examination. Although the method is not new, it still plays a valuable part in rodent control in ships.

(*b*) Poisoning has developed more in recent years than any other method of rat extermination. In the past, private firms of rat catchers used their so-called "secret poisons", and proprietary brands of rat poison were in general use. Later the Ministry of Agriculture and Fisheries recommended the use of zinc phosphide and arsenious oxide. These recommended methods of poisoning, which involved pre-baiting, were not widely used in ships, which are often in port for only a short time, and are seldom empty for long. Recently, Warfarin and 1080 (sodium fluoroacetate) have been widely used in ships with considerable success. Warfarin is safe and effective but takes time, which is a very important consideration. "1080" is a quick and effective poison but is dangerous to handle.

No poison can guarantee that the entire rat population will be killed; deratting certificates are therefore not issued in this port for poisoning.

(*c*) Fumigation in ships is carried out with SO_2 (burning sulphur), or with HCN (hydro-cyanic acid gas).

A fairly recent development has been the use of methyl bromide as a fumigant, but this gas is not used in Liverpool for deratting ships. Sulphur is now only seldom used, practically all fumigations being carried out with HCN. HCN is quick and effective, and when properly used it is reasonably certain that all the rodents will be destroyed; it is a dangerous gas which must only be handled by skilled personnel, and the ship's crew cannot be allowed to remain aboard while fumigation is taking place.

The fumigation of ships with HCN is now governed by the Hydrogen Cyanide (Fumigation of Ships) Regulations, 1951. The gas may be used in an absorbed form using kieselguhr, gypsum, soft wood pulp or absorbent discs in sealed gas-tight tins of varying sizes, opened with a patent opener, and distributed as required; or, a commoner method is that the liquid is contained in large cylinders and sprayed under pressure into the space to be fumigated. Sometimes a combination of both these methods is employed. At present, fumigation with HCN constitutes the most speedy effective, and certain method of rodent destruction in ships.

(4) *Progress in rat-proofing of ships.*

In new ships more attention is being shown to rat-proofing. Owners and builders appear to realise the advantages of a ship which is structurally rat-proof. Occasionally in new ships rat-proofing is neglected, but there is usually little difficulty in getting the necessary alterations made. Temporary harbourage consisting of badly stowed ship's gear, matting, dunnage, etc., is very often encountered and corrected.

INSPECTION OF DOCK PREMISES.

The following defects and nuisances were dealt with on dock premises:—

Description of Premises	Defective or Inadequate					Structural Defects	Rat Harbourage	Rat Infestation	Accumulated Refuse	Noxious Effluvia	Dirty Conditions	Verminous Conditions	Damp Conditions	Water Supply	Miscellaneous
	Lighting	Heating	Ventilation	W.C. Accommodation	Drainage										
Dock Sheds	—	—	—	—	—	—	16	5	20	—	1	—	—	—	—
Canteens ...	—	—	1	—	2	3	5	9	2	—	4	5	—	—	5
Factories ...	—	—	—	—	—	—	—	1	1	—	1	—	—	—	—
Quays ...	—	—	—	—	—	—	2	—	25	—	—	—	—	—	—
Roadways ...	—	—	—	—	—	—	—	—	32	—	—	—	—	—	—
Railway Premises ...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Warehouses	—	—	—	—	—	—	3	2	1	—	—	—	—	—	—
Mills ...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Latrines ...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Lairages ...	—	—	—	2	—	—	—	—	1	—	—	—	—	—	—
Airport Premises...	—	—	—	—	—	—	1	1	1	—	—	—	—	—	—
Total ...	—	—	1	2	2	3	27	18	83	—	6	5	—	—	5

The restoration of sheds and buildings damaged by enemy action, and modernisation of dock latrines is still proceeding.

Number and species of rats caught, in the Port of Liverpool during the year 1955.

1955	Ships		Quays		Other Sources		Total		Examined		Destroyed		Total Caught
	Black	Brown	Black	Brown	Black	Brown	Black	Brown	Black.	Brown.	Black.	Brown.	
January ...	108	—	44	6	34	20	186	26	130	24	56	2	212
February ...	36	—	58	13	33	24	127	37	110	34	17	3	164
March	75	—	52	7	53	27	180	34	142	32	38	2	214
April	100	—	58	6	50	41	208	47	155	26	53	21	255
May	79	—	64	3	42	61	185	64	116	47	69	17	249
June	42	—	63	1	54	27	159	28	106	25	53	3	187
July	220	—	74	4	40	25	334	29	98	23	236	6	363
August ...	47	—	42	2	24	25	113	27	72	21	41	6	140
September ...	116	—	64	12	72	6	252	18	131	16	121	2	270
October ...	121	—	71	5	38	16	230	21	150	15	80	6	251
November ...	79	—	50	14	36	8	165	22	96	20	69	2	187
December ...	43	—	46	2	13	3	102	5	60	4	42	1	107
TOTAL ...	1,066	—	686	75	489	283	2,241	358	1,366	287	875	71	2,599

Table E.—Rats Destroyed.

Rodents destroyed during the year 1955 in ships from foreign ports.

Category	Number
Black Rats	1,066
Brown Rats	—
Species not known	—
Sent for examination	348
Infected with plague	—

Rodents destroyed during the year 1955 in Docks, Quays, Wharves and Warehouses.

Category	Number
Black Rats	1,175
Brown Rats	358
Species not known	—
Sent for examination	1,305
Infected with plague	—

Number of Mice destroyed in vessels	1,010
Number of Mice destroyed on quays	507
Number of Mice examined from vessels and quays	754

The combined returns of all rats and mice caught and destroyed by shipping firms employing their own rat-catchers, by rat catching companies, and by the Port Health Authority, during the year 1955, are as follows:—

	Rats	Mice
PORT—		
In vessels	1,186	1,018
On quays	1,572	509
	2,758	1,527

N.B.—In addition to the above, 2,950 rats were caught and destroyed by the Dock Board ratcatchers during the year.

Number of Visits to **Vessels** by Rat Catchers	7,465
Number of Visits to **Vessels** by Rat Searchers	6,565
Number of Visits to **Quays, Sheds, etc.,** by Inspectors ...	1,195
Number of Visits to **Quays, Sheds, etc.,** by Rat Searchers	3,498
Number of Visits to **Quays, Sheds, etc.,** by Rat Catchers	19,898

Measures of Rat Destruction in Plague-"Infected" or "Suspected" vessels or in vessels from Plague-Infected Ports during the year 1955.

Total Vessels Arriving	No. Fumigated with SO_2	No. of Rodents Killed	No. Fumigated with HCN	No. of Rodents Killed	No. Fumigated with both HCN & SO_2	No. of Rats Killed	No. of such vessels in which Trapping, etc., was employed	No. of Rodents Killed	No. of such vessels in which measures of Rat Destruction were not carried out
564*	3	12 mice	18	150 rats 165 mice	—	—	446	134 rats 120 mice	66

* Including 52 vessels bound for Manchester.

Table F.—Deratting Certificates Issued.

Deratting Certificates and Deratting Exemption Certificates issued during the year 1955.

Number of Deratting Certificates issued after Fumigation with			After Trapping, Poisoning, etc.	TOTAL	No. of Deratting Exemption Certificates issued	Total Certificates issued
H.C.N.	Sulphur	H.C.N. and Sulphur				
61	14	—	—	75	573	648

Section XIII. INSPECTION OF SHIPS FOR NUISANCES.

During the year careful attention has been paid to the inspection of ships for nuisances.

The improvement in crew accommodation in new British foreign-going and coastal vessels, mentioned in previous reports, has been maintained.

Inspection of Shipping.

Year 1955.

Nationality	Visits	Re-Visits	Total
British...	2,940	162	3,102
Dutch	358	3	361
Norwegian	189	2	191
Swedish	172	—	172
American	122	3	125
German	141	1	142
Danish	87	3	90
Panamanian	61	10	71
Spanish	64	2	66
Italian	18	9	27
Finnish	40	2	42
Greek	36	8	44
Liberian	57	9	66
Egyptian	15	4	19
Belgian	16	—	16
Russian	18	5	23
Portuguese	8	1	9
Brazilian	10	—	10
Argentinian	13	—	13
Chilian	12	1	13
Costa Rican	29	3	32
Swiss	6	1	7
Israeli	4	—	4
Turkish	7	2	9
Yugo-Slavian	1	—	1
French	11	—	11
Icelandic	1	—	1
Japanese	6	1	7
Syrian	1	—	1
Honduras	5	1	6
Rumanian	2	—	2
Burmese	1	—	1
Lebanan	1	—	1
Polish	1	—	1
TOTAL	4,453	233	4,686

Table G.—Inspections and Notices.

Nature and Number of Inspections		Notices Served		Result of Serving Notices	
		Statutory	Other Notices		
NATURE OF INSPECTION					
Dirty Crew Quarters	—	None	184	172	Nuisances Remedied
Verminous Quarters	—	”	1,776	1,599	”
Dirty Washhouses or W.C.'s. ...	—	”	17	17	”
Foul Water Tanks	—	”	6	5	”
Foul Bilges	—	”	—	—	”
Foul or Choked W.C's.	—	”	9	8	”
Accumulations of offensive refuse ...	—	”	25	25	”
Gear stowed in Crews quarters ...	—	”	—	—	”
Damp Quarters	—	”	5	4	”
Leaky Deckheads	—	”	10	3	”
Defective Heating System	—	”	8	1	”
Defective Bulkheads...	—	”	2	2	”
Defective Portlights, Skylights, etc.	—	”	15	1	”
Defective or Inadequate Ventilation	—	”	6	6	”
Defective Deck Covering	—	”	—	—	”
Defective Lockers	—	”	—	—	”
Defective Chain or Hawse Pipes ...	—	”	—	—	”
Rat Harbourage	—	”	—	—	”
Defective W.C. Fittings	—	”	11	7	”
Defective Soil Pipes	—	”	1	—	”
Defective Waste Pipes or Scuppers	—	”	3	3	”
Defective Washing Facilities ...	—	”	2	2	”
Inadequate Lighting...	—	”	—	—	”
Inadequate Drainage	—	”	—	—	”
W.C's. discharging on Quay... ...	—	”	—	—	”
Miscellaneous	—	”	42	25	”
NUMBER OF INSPECTIONS	4,453	—	—	—	
TOTAL	4,453	—	2,122	1,880	

Summary of Insanitary Conditions during the year 1955.

Class of Vessels	Number Inspected	Number in which Nuisances were found	Per cent.
SAILING FOREIGN—			
Steamers	2,240	152	6·79
Motor	2,033	68	3·34
Sailing	—	—	—
Total	4,273	220	5·15
SAILING COASTWISE—			
Steamers	106	4	3·77
Motor	74	—	—
Sailing	—	—	—
Total ...	180	4	2·22

Nationality	Number Inspected	Number in which Nuisances were found
British	2,940	145
Foreign	1,513	79
Total	4,453	224

Nuisances found in Vessels.

Defects of Original Construction (*a*)	Per cent. of Total Defects	Structural Defects through wear and tear (*b*)	Per cent. of Total Defects	Dirt, and other conditions prejudicial to health (*c*)	Per cent. of Total Defects
44	2·07	56	2·64	2,022	95·29

Section XIV.

PUBLIC HEALTH (SHELLFISH) REGULATIONS, 1934, 1948.

The prescribed area in the Order made by the Liverpool Port Health Authority, March 1951, means the "Customs Port of Liverpool" and is as defined in the Annual Report for 1951.

No prosecutions were instituted during the year.

No applications were received to approve cleansing apparatus or establishments.

DANGEROUS DRUGS.

During the year, 68 certificates authorising the purchase of scheduled dangerous drugs were issued under the Dangerous Drugs (No. 3 Regulation), 1923, amending the Dangerous Drugs Regulations, 1921, regulation 15 of which is as follows:—

> "If a foreign ship in any port in Great Britain requires to "obtain a supply of any of the drugs in order to complete the "necessary equipment of the ship, the Master of the ship is autho-"rised to purchase and be in possession of such quantity of any of "the drugs as may be certified by the Medical Officer of Health of "the Port where the ship is (or in his absence by the Assistant "Medical Officer of Health of the Port) to be necessary for the "purpose, the quantity not to exceed what is required for the use of "the ship until it reaches its home port. The certificate given by "the Medical Officer or Assistant Medical Officer of Health of the "Port shall be marked by the supplier with the date of the supply "and shall be retained by him and kept for inspection."

MEDICAL INSPECTION OF ALIENS.

The following table gives the total number of aliens arriving in the Port of Liverpool during 1955, and the number of each of the categories under which alien passengers are classified by the Immigration Department of the Home Office:—

Visitors	Business Visitors	Others	Total
7,398	90	2,392	9,880

Total number of vessels carrying Alien passengers ...	945
Number of vessels dealt with by the Medical Inspector ...	229
Number of aircraft dealt with by the Medical Inspector	19

Medical Inspection of Aliens. Year 1955.

	Total.	Number Inspected by the Medical Inspector.	Number subjected to detailed examination by the Medical Inspector.	Certificates Issued					
				Lunatic Idiot or M.D.	Undesirable for medical reasons.	Physically incapacitated.	Suffering from acute infectious disease.	Landing necessary for adequate medical examination.	Transmigrants.
(*a*) Total number of Aliens landing at the Port ...	9,880	10,072	399	—	—	—	—	—	—
(*b*) Aliens refused permission to land by Immigration Officer	90	2	2	2	—	—	—	—	—
(*c*) Transmigrants	—	—	—	—	—	—	—	—	—
Total Aliens arriving at the Port	9,970	10,074	401	2	—	—	—	—	—

FOOD INSPECTION.

Throughout the year the inspection of foods has been carried out in accordance with the various Regulations governing imported food.

Public Health (Imported Food) Regulations, 1937/48.

Article 10 states that "No prohibited meat or meat product shall be imported into England or Wales for sale for human consumption, and no meat or meat product shall be so imported without an official certificate".

Infringements of Article 10 have been less frequent during this year. The following have been dealt with:—

Portugal.

Two consignments of salted sheep casings were landed and detained in the first two months of the year. At that time there was no recognised official certificate for sheep casings from Portugal and the two consignments were exported.

Germany.

40 cases of canned hams were landed, without any recognised official certificate attached, and were detained. The owners produced a letter from the certifying authority, explaining the omission and supplying 40 official certificates with a request that the owners might be allowed to attach them to the cases. This was agreed to and the consignment was released.

Holland.

30 drums of lard were landed, without the recognised official certificate attached and were detained. In this case also, a letter was received by the owners from the certifying authority, explaining the omission and enclosing 30 official certificates with the request to allow the owners to attach them to the drums. This was agreed to and the consignment was released.

China.

6,774 cartons of lard in tins, from China via Rotterdam, were landed and detained. There is no official certificate for China, and the consignment was exported.

Australia.

40 cartons of frozen beef sausage meat, each containing 4×14 lbs. slabs of meat, were landed and detained. A portion of the meat was defrosted for detailed examination, and was found to consist of "scrap meat". The consignment carried the recognised official certificate. It was allowed to be converted into animal food.

New Zealand.

27 casks of edible tallow were landed, without any official certificate, and were detained. Later, a covering bulk veterinary certificate, issued by the Department of Agriculture of New Zealand, was produced by the importer, and the consignment was released.

FROZEN MEATS.

Onchocerciasis.

Bags of boneless briskets of beef from Australia have arrived in smaller quantities. Each consignment was detained in local cold stores for detailed examination. The incidence of onchocerciasis was as high as 28·3 per cent in one consignment.

Caseous Lymphadenitis.

The examination of mutton and lamb for caseous lymphadenitis continues to give fluctuating results; one consignment was found to be 7·1 per cent affected when fully examined.

Chilled Beef.

Chilled beef has arrived in increasing quantity from Australia, Argentine and U.S.A. The condition and quality was satisfactory.

Frozen Fish.

Frozen fish from Iceland and Japan was landed in good condition.

Canned Foods.

Canned foods have arrived in considerable quantities and general good condition, but occasionally some consignment is landed which calls for further examination. One consignment from Japan, of 738 cartons of canned mandarin oranges, was fully examined and found to contain 25·4 per cent blown and burst tins.

100 cases of canned ox tongues from Holland, when fully examined, showed 56 per cent blown and burst tins.

Fresh Fruit and Vegetables.

400 boxes of clementines from Gaza, were landed in a decomposing condition and were destroyed.

2,000 bags of beetroot from Cyprus were selected, from which 694 bags were destroyed for decomposition.

3,700 bags of onions from Egypt were selected and 1,500 bags destroyed for decomposition.

Sugar Confectionery.

Several consignments of liquorice sweets from Barbados were landed and found to be heavily affected with coloured moulds. These consignments were eventually exported.

Dried Fruit.

7,853 boxes of sultanas, slightly damaged by water and smoke, were exported; and 306 boxes, heavily damaged by fire, water and smoke, were destroyed.

Flour and Cereals.

A barge, containing 1,600 bags of flour, sank in the dock. 1,300 bags of flour were utilised for animal feeding stuffs, and the balance was released as undamaged for human consumption.

Wheat salvaged from a casualty consisted of 786 tons damaged by sea water, and 284 tons damaged by fuel oil. The water-damaged portion was sold to Continental buyers, and the fuel oil-damaged portion was destroyed by incineration.

Samples were taken and submitted to the City Analyst from a cargo of wheat imported from Uruguay. Two samples were reported as containing a trace of ergot. The City Analyst reported that the wheat represented by the two samples could be mixed off, 1 part affected to 5 parts sound wheat, and be used for human consumption. A guarantee to this effect was received from the importer and the wheat was released.

Nuts.

Cokernuts from West Africa continue to arrive in various stages of unsoundness. Examinations made show up to 100 per cent decomposition.

603 bags of ground nut kernels from East Africa, imported for confectionery purposes, were found to be rancid and decomposing. They were allowed to be used for oil expression and animal food manufacture.

8,925 bags of cocoa beans from West Africa, all fire and water-damaged, were used for cocoa butter extraction, here and on the Continent.

Egg Products.

During 1955, 41 consignments of egg products were imported through Liverpool. These consisted of:—frozen whole egg; frozen albumen; frozen yolks; dried whole egg; and dried albumen. 32 of these consignments came from China; the remainder from Australia and New Zealand.

Chinese Egg.

Occasional sampling commenced in April. In July it was decided to sample 10 per cent of all consignments, using the "code-numbers" on the packages as the guide. In all 1,621 separate samples were taken and 9 consignments found to be contaminated. The contaminating organisms were Salmonella thompson and aberdeen. Contamination of infected consignments varied from 0·44 per cent to 50 per cent. Where any single package was found to be contaminated, 100 per cent examination of that code-number was undertaken. Packages found to be contaminated were released to the manufacturers only after written guarantees of heat treatment had been received, and the Medical Officer of the appropriate area notified.

Australian and New Zealand Egg.

Occasional sampling commenced in May. When full information relating to coding was obtained from the Australian authorities, systematic sampling by "batch" numbers was undertaken: 1 tin from each batch number was submitted for bacteriological examination. In all, 306 separate samples were taken and 2 consignments found to be contaminated. The contaminating organisms were: Salmonella derby, typhi-murium, and oranienburg. One cargo showed 4·2 per cent contamination: full examination of the 1955 imports has still to be completed. The batches from which these samples were drawn remain in store pending arrangements for heat treatment before release. "Batch" numbers for later consignments were not available from the Australian authorities, and certificate numbers, which do not permit such a useful sub-division of the consignment for sampling purposes, had necessarily to be used.

Public Health (Preservatives, etc. in Food) Regulations, 1925/53.

Samples of various foods have been submitted for chemical analysis under the provisions of the above Regulations.

Citrus fruits have been examined, but no excessive amount of diphenyl and no thiourea has been reported.

Bananas have been submitted for analysis after deposits of white powder had been noticed, but no prohibited preservatives, etc., have been reported.

Two consignments of dried green peas were landed from ships carrying bags of powdered borax. Some of the bags of each commodity were torn or burst, allowing the contents to escape on to the shed floors. The peas were brushed up and riddled, and later a request was made by the owners for the release of the peas for human consumption. A sample of peas was submitted to the City Analyst who reported that 250 parts per million of boric acid was still to be found in the peas after washing. As boric acid is a prohibited preservative, the peas were used for animal food.

Public Health (Meat) Regulations, 1924/52.

The cleanliness in handling and transportation of meat is a question that is at all times in the forefront, and an overall improvement has been noted this year in the transport vehicles: more new insulated vans have come into use, and some of the old ones have been discarded.

Cleanliness in the Handling of Foodstuffs.

In the interest of cleanliness and hygiene in the handling, transport and storage of foods at the docks, the inspectors are continually making suggestions and requests for improvements. Suggestions for improving the cleanliness of railway and road transport vans have been made to the authorities. Improvement has been noted in the type of slings used in the discharge of refrigerated meat cargoes from the ships; these are now mostly all metal, which, as they are non-absorbent, do not become wet and dirty during bad weather.

Master porters engaged in the handling of dried fruit cargoes are often called upon to weigh and tare a portion of each consignment, and have co-operated by making benches and trays to contain the fruit above floor level during these operations.

UNSOUND SUGAR.

914 tons 10 cwt. 1 qr. 12 lbs. of unsound sugar (loose-collected, sweepings, etc.) was dealt with during the year, and suitably disposed of to local Refiners for reconditioning.

Table showing the quantity and description of unsound meats utilised under supervision* during the year 1955 :—

DESCRIPTION.	TOTAL WEIGHT				CAUSE OF DESTRUCTION											
					Tuberculous.				Brine stained, mouldy and decomposed.				Other causes.			
	Tons	cwts.	qrs.	lbs.	Tons	cwts.	qrs.	lbs.	Tons	cwts.	qrs.	lbs.	Tons	cwts.	qrs.	lbs.
Beef	13	14	3	1	—	—	—	—	11	13	1	21	2	1	1	8
Mutton	3	11	3	25	—	—	—	—	3	5	2	3	—	6	1	22
Pork	12	11	0	14	—	—	—	—	12	11	0	14	—	—	—	—
Veal	—	—	2	15	—	—	—	—	—	—	2	15	—	—	—	—
Total	29	18	1	27	—	—	—	—	27	10	2	15	2	7	3	2

*These were destroyed or allowed to go for industrial purposes to the satisfaction of the Medical Officer.

Table showing the total quantities of the different unsound foodstuffs utilised under supervision during the year 1955 :—

	Tons	Cwts.	Qrs.	Lbs.
Beef, Mutton, Pork and Veal	29	18	1	27
Offal (Beef, Mutton, etc.)	1	2	2	20
Canned Goods	64	1	2	18
Fruit and Vegetables	2,368	14	1	2
Cereals	2,985	1	3	1
General (Fish, Poultry, Rabbits, etc.) ...	28	2	2	6
TOTAL	5,477	1	1	18

The following tables give the particulars of samples sent to the City Analyst and the Public Health Laboratory Service for examination during the year 1955 :—

CITY ANALYST

Bananas	3
Beer	1
Dehydrated Carrots	1
Dehydrated Green Beans	1
Dried Whole Egg	2
Frozen Hen Egg Albumen	1
Flour	1
Green Peas	1
Lemons and Paper Covering ...	1
Wheat	3

PUBLIC HEALTH LABORATORY SERVICE

Beef	1
Beer	1
Biscuit	1
Butter	1
Cheese	2
Cornflakes	1
Damson Jam	1
Egg (Various forms) ...	1,926
Faeces	63
Ham	1
Marmalade	1
Mixed Vegetables	1
Mutton	1
Nose Swabs	5
Onion	1
Orange Juice	1
Potato	1
Prawns	1
Rectal Swabs	41
Sausage Meat	16
Water	100

In addition, 358 samples of goat hair, buffalo hair, black drawn bristle hair and wool were submitted for examination.

The Port Health Authority is also engaged in the issue of certificates of disinfection for foreign governments and other purposes in connection with the exportation of hides, wool, jute sacks and cloth, tailors' cuttings, rags, second-hand bags and clothing, bales of cotton, etc.

The department also endorses under the United States, Canadian and other regulations, certificates regarding wholesomeness of food articles, and the sanitary condition of the premises in which the articles are produced or stored, comprising poultry, game, cheese, bacon, hams, potatoes, preserved fish, pickled beef, tongues, sausage skins, lime juice, etc.

The work attached to preparing and recording these certificates is considerable, and takes up a large amount of time of the department.

I desire to express my appreciation of the valuable assistance received from H.M. Collector of Customs and staff, the Mersey Docks and Harbour Board and their officers, and the various shipping companies who have co-operated with the Port Health Authority in the maintenance of Public Health and the prevention of disease in the port. The Consular Bodies have at all times given courteous assistance.

ANDREW B. SEMPLE,
Medical Officer of Health,
Liverpool Port Health Authority.